sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

AUGUST 1975

Facing The Future

During the past several weeks, all Military Sealift Command ships involved in the evacuation of South Vietnamese refugees and the subsequent movement of many thousands of refugees to safe havens have returned to the United States.

Welcoming ceremonies were held in a number of ports—Oakland, Bayonne, Honolulu, Corpus Christi and New Orleans. One of the last ships to arrive was the USNS Greenville Victory, and I very much appreciated the opportunity to attend the arrival ceremony and visit with the crew when they arrived at Mobile, Ala. on July 11.

As is noted in this issue of Sealift, Greenville Victory is to receive the National Defense Transportation Association Unit Award during that organization's national forum in Honolulu in early October.

While in Mobile, on behalf of the Secretary of the Navy, I presented the Navy Award of Merit for Group Achievement to the master and crew — a well deserved honor.

The six members of the Greenville Victory crew who helped recapture the SS Mayaguez also are to receive awards, and all of the ships that took part in this tremendous humanitarian endeavor have been nominated for Navy citations.

There doubtless will be other honors for those who participated in the evacuation of more than

179,000 South Vietnamese—all of which are truly deserved.

As we move toward the future, MSC people and ships will continue to accept the responsibilities and fulfill the requirements inherent in the command missions.

One new challenge is represented by transfer of USS Rigel to MSC for crewing and operation. This is the first stores ship ever to be operated by MSC Civil Service mariners in a Navy fleet supported role, and there is no doubt that the highly professional mariners aboard Rigel will do the same commendable job in providing direct support to the Navy combatant fleet as have the crews of MSC-manned oilers, oceangoing tugs and cable laying and repair ships.

At the same time, MSC can continue to count on the services of the skilled seamen who crew the chartered ships which also are a part of the command's controlled fleet. Many of these men also were involved in the evacuation of refugees, and their performance was equally outstanding.

As we address the future, we can anticipate problems. That is always the case. The number of jobs available in the U.S. Merchant Marine has been declining as ship totals are reduced. The U.S. tanker employment picture is not as bright as it could be, and orders for construction of new U.S. flag ships have slowed.

I can assure you that these problems are being addressed, by Congressional committees, and within the Department of Defense, the Maritime Administration and the industry—by management and union alike. If new legislation is needed to help improve U.S. maritime strength, we can anticipate that it will be forthcoming. Ideas and effort within the industry are not in short supply. Neither is a willingness to make sacrifices and exert that extra effort when required.

Sea transportation is vital to the security of our nation, and we must continue to seek, identify and implement sealift enhancement programs that will fulfill our responsibilities.

Commander, Military Sealift Command

COVER: Sea-Land containers were familiar sights on roads in the Far East in the early 1960s when the company began providing container service to troops in Southeast Asia under agreements with MSC. See story page 9.

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MAGAZINE OF THE MILITARY SEALIFT COMMAND

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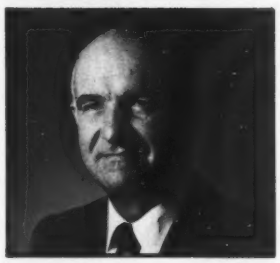

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Supermarket of the sea

Joining the fleet

By Cynthia J. Brodnax

Military Sealift Command's fleet support role took on an added dimension June 23 when USS Rigel was transferred to the command. After modification and Civil Service crewing the refrigerated stores ship will return to Navy Sixth Fleet operations, providing underway replenishment support to fleet ships just as she did when manned by an all-military crew.

Rigel is a single product stores ship, delivering chilled, frozen and dry stores in addition to fleet freight—such as paint and repair parts. Navy has three such vessels, plus other multi-product stores ships which deliver the same types of stores in addition to petroleum products and ammunition.

USS Vega, a sister ship to Rigel, now serves the Seventh Fleet in the Pacific and USS Denebola, a Victory class stores vessel, supports the Sixth Fleet. Denebola will be decommissioned when Rigel goes into operation early next year. Rigel will continue to load cargo at the Naval Supply Center at Norfolk, Va., and will operate on a 40-day cycle between the center and the fleet.

As the "grocery store" of the Sixth Fleet, Rigel enables combatant vessels to stay at sea for extended periods of time. Her six refrigerated storage holds can carry the meat from 300 beef carcasses, enough flour to make 2¼ million loaves of bread, 31,000 gallons of milk, 748,000 eggs, enough coffee to make 3½ million cups and 540,000 pounds of potatoes.

In recruiting Rigel's Civil Service crew, MSC's Atlantic area command is seeking some retired naval personnel with underway replenishment experience. Crew training will be conducted at Cheatham Annex in Norfolk, Va., and underway training will cover cargo handling and accounting, firefighting and damage control, and use of computer systems.

Rigel's Civil Service crew will consist of approximately 115 men, including a 17-man military detachment. The Navy crew numbered about 250. As Capt. Manual G. Vieira, new master of Rigel, pointed out, "We don't need as many men. We haven't the guns to maintain, or administrative jobs to do, and we carry no trainees."

To date, MSC has been operating only fleet support

USNS Rigel at Norfolk.

Photo by JO2 Howard L. Rosenberg

oilers, ocean going tugs and cable repair ships. Rigel is the first Navy dry stores replenishment ship to be assigned to the command.

Rigel's crew will transfer supplies to larger, on-station, Navy combat stores ships, to aircraft carriers and other Navy ships, either by lines or by helicopter—connected and vertical replenishment in the vernacular of the seafarer.

During connected replenishment Rigel steams alongside about 120 feet from the vessel she is supplying and passes cargo across by means of double-whip Burton rigs. Five are located on each side of the ship but only five of the 10 can be used at a time. Each rig has two booms and two cargo whips, both shackled to a hook used to hoist cargo and swing it to the deck of the receiving ship.

When helos are used in vertical replenishment operations they fly from deck to deck to deliver cargo in port or at sea while the ships are under way.

Both types of replenishment were observed by MSC personnel during Rigel operations last March. Captain Vieira and 1st officer John Butz boarded the Navy manned ship at Norfolk. James Augustine, a supply officer, and Louis M. Tippett, a fleet support program analyst, also rode the ship to gather information and make recommendations on needed manpower, cargo handling gear and ship modification.

Loaded with 3,749 measurement tons of cargo, Rigel left Norfolk on March 28, commanded by Navy Cmdr. Thomas W. Glickman. The crew prepared 329 pallets on

Capt. Manuel G. Vieira on the flying bridge of Rigel.
Photo by JO2 Howard L. Rosenberg

the main deck as they approached their first stop at Rota, Spain, where they docked April 7. There Warrant Officer Louis Culver, cargo officer from USS San Diego, a Navy multi-product stores ship, boarded Riegel to work out details of an upcoming cargo transfer.

Rigel's replenishment of San Diego began the next day and finished the following morning. With San Diego steaming alongside, crew of the Rigel transferred 1,017 pallets of cargo in approximately seven hours using five stations and a single helicopter.

With approximately 24 per cent of Rigel's stock inventory transferred to the larger stores ship, both proceeded to Taranto, Italy to replenish the aircraft carrier USS Forrestal. Rigel provided chill and dry stores and San Diego freeze stores. With the aid of two helicopters, Rigel's crew transferred 109 pallets to the carrier in a little more than an hour.

Rigel replenished smaller ships of the Sixth Fleet for the remainder of April, repeating the process in May after visiting Toulon, France.

Using experience gained, MSC engineers have drawn up specifications for remodeling the interior of Rigel to comply with merchant marine construction standards. After ship modification crewmen will have more spacious accommodations than the ship now affords. Lounges, messes, laundry facilities, and work areas also will be changed, as the interior of the ship is revamped except for structural bulkheads.

Built by Ingalls Shipbuilding Co., Pascagoula, Miss., Rigel was launched March 15, 1955 and commissioned September 2. She is 502 feet long, has a beam of 72 feet and 29-foot draft. She can carry 4,650 measurement tons of cargo for fleet delivery.

Captain Vieira believes his officers and crew will face no major problems in performing new tasks aboard Rigel. "MSC has never failed to do any task given it," he said. "I am confident that the Rigel operations will follow suit. It will be hard work resupplying the fleet, but we intend to meet our challenges." ⚓

Navy helicopter hovers over Rigel's deck to pick up a cargo net.
Photo by Louis M. Tippett

$1,000,000,000

A Billion Dollar Mission

By Jack L. Bowers

Assistant Secretary of the Navy (I&L)

While the global responsibility of the United States of America was often a matter of debate up until the 1940s, there has been no question in fact, if not philosophy, since World War II. At that time we found it necessary to learn more about the world and engaged in a multitude of operations around the globe such that it became an accepted task backed up by significant financial and resource commitments.

The Marshall Plan and other evidences of U.S. leadership were complemented by strategic defenses involving intercontinental airpower, and with the advent of nuclear weapons, inevitably, ballistic missiles. The global implication of economic, political, and defense necessities brought with it a growing development in communications and transportation from that point onward.

The experience in the last two decades has, year-by-year, continued to place emphasis on the importance of the oceans of our world and the fact that sea control and a sea transport capability are continuing needs. With all of the exciting developments and increased application of air travel and the extensions into space, the emergencies of the world during which large transport has been required, have been answered only on the sea lanes.

In the United States there have been many people and organizations who have worked untiringly to make sure that America does not lose sight of that fact. While it has been difficult to achieve all that we have desired during periods of other demanding priorities, a continuing creditable response has been maintained.

If we step back at this juncture and ask ourselves what to expect in the future, there is no evidence to indicate that our global responsibilities will lessen, or that our survival and well-being will not continue to rely on ocean transport. Even if we were to retreat in some areas of our responsibility, continuing needs in raw materials and other trade factors make ocean transport vital to our future. This should encourage the leadership in all the businesses and the government agencies who work actively on our shipping problems. This again underlines the importance of the U.S. Merchant Marine.

Up to now, the above discussion has centered on the general dependence of the United States on ocean transport. Narrowing the discussion at this point, it is interesting to examine the continuing role of the U.S. Navy in sealift transport as opposed to its more often discussed role in the military arena. Within the Department of Defense the Navy is assigned as the single service manager for sealift and this responsibility is discharged through the Military Sealift Command.

The Military Sealift Command operates as a Navy-managed industrial organization, employing ships owned by the Navy, chartered commercial ships, and purchased sealift of all varieties to provide a valid capability to the Army, Navy, and Air Force necessary to their global responsibilities. In total, there are 67 active cargo and tanker ships in the controlled fleet of the Military Sealift Command. Last year 92 billion ton miles of sealift were performed. Ports all over the world are visited, as many as 600. However, about 60 ports handle 51 per cent of the total military cargo.

The above history may imply that the role of the Military Sealift Command is only that of transport. On the contrary, there are a variety of very interesting special tasks which are performed by an additional 29 ships in the MSC active fleet. Scientific expeditions, continuing oceanographic research, polar resupply missions, and many other special capabilities are required, which are reflected both in the special ships involved and the skills of the people necessary to perform these functions.

In the recent period the evident efficiency possible from the capability of the Military Sealift Command has encouraged the U.S. Navy to have certain Navy fleet support functions performed by Military Sealift Command. Four oilers, four fleet tugs, two cable-layers and a refrigerated stores ship of the Navy have been transferred to MSC for operation, resulting in lower Navy cost for fleet support.

The total of tasks of the command result in annual expenditure in the $1 billion area. This number is rather startling, particularly when one recognizes that this places MSC in a category with many of the larger industrial corporations of the United States. As this quantifies the role of the Military Sealift Command, it also implies a very serious responsibility and a need to perform its task in an efficient manner.

The Military Sealift Command, like commercial busi-

nesses, is affected when world economic events threaten the daily routine. Such was the case in 1973-74 during the period of the Mid-East oil embargo. Military Sealift Command found itself with under-utilized ships due to loss of petroleum suppliers under Defense contracts.

When petroleum became more readily available from alternate sources determined by allocations from the Federal Energy Office, costly redeployment of empty ships became necessary to resupply the energy-starved customers. Additional ships had to be chartered at exorbitantly high market rates established by the increasing worldwide demand for suitable tankers. Concomitant increases in fuel prices compounded the overall economical impact on MSC operations.

But, the economic impact was a blessing in disguise. It pinpointed the necessity to have an organization and procedures which can react to events of this type. Fortuitously, when an examination is made of one feature of business economics, all features come under scrutiny. Therefore, during the last year, all functions of the Military Sealift Command have been carefully re-evaluated from the point of view of assuring a closer relationship and responsiveness between the operational and financial aspects of sealift operations.

The analysis is made more difficult because the peculiarity of assigned tasks is one that requires total response to many difficult and changing circumstances, to solution of problems which are time-constrained and yet of very high priority. It was found that when an organization is responsive to the absolute requirements of the services, there is a danger of allowing costs to rise substantially without full knowledge by the services of the financial impact their requirements have created.

Today, Military Sealift Command is working more closely with its customers, minimizing every costly way of operating that is not backed by an unyielding military requirement. An evolutionary improvement through development and better understanding of the task, both by the customers and the command, is expected to yield benefits. In other areas improvements are being pursued by establishing a plan for management by objectives.

A comprehensive list of command performance measures is being tracked on a continuing basis. On those relating to cost, improvement goals have been established with responsibility assigned for making the necessary progress.

Efficiency improvements are planned within these objectives by utilizing the right type of ships, which means retiring inefficient types. It also means employing the most appropriate business arrangements for each task at hand. The Military Sealift Command is using modern developments in ocean transport in such areas as significantly increased use of containerization and other modern cargo-handling schemes. With three quarters of the fiscal year already in view, the results have been more than encouraging. Economic performance has gone well beyond the budgeted goals established.

With the encouraging success reported above, and the relatively rapid response that has been obtained, it has been concluded that an even more aggressive and continuing effort should be made to improve MSC's contingency capability and business efficiency. The actions to date have essentially been done within the existing chain of command, although with the advice and consultation of the customers and other participants. Now, a move is being initiated to formalize a continuing plan of self-examination.

Having mentioned the billion dollar size of the activity, and the fact that it is an industrial kind of function within the Navy, it is not too surprising that the Navy has decided to move toward a business corporation-like structure including a board of directors, or as they are formally being called, a board of advisors. The first board of advisors was created for the Military Sealift Command on May 10, 1975. In addition to the continuing and unchanged line command for everyday operations, quarterly advisory board meetings will be held with all elements who participate in affecting the performance of the Military Sealift Command. In addition, monthly performance figures will be reviewed by an executive committee.

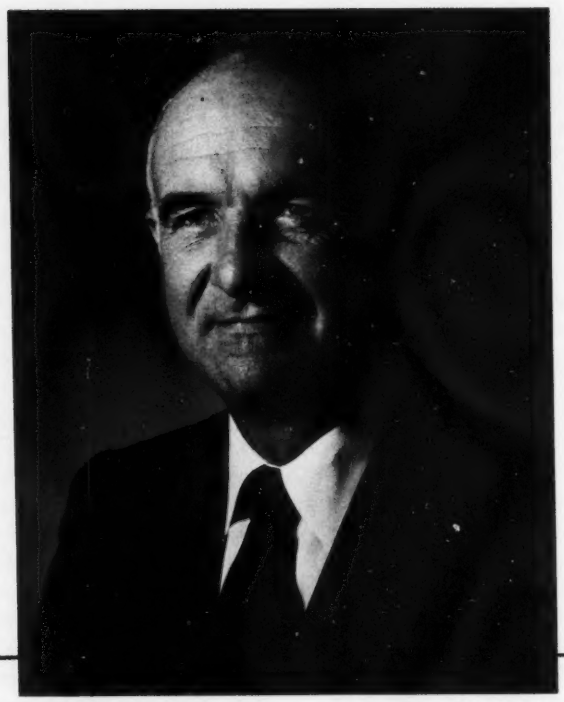
The thrust of these actions is demonstrative proof that the Navy sees benefit can be attained from increased attention to management. A very interesting and a very large business will be pursued with even greater vigor.

Looking into the future, it is anticipated that Military Sealift Command will continue to evolve in a way necessary to meet the challenges presented by its customers. There is a perceived need for continued existence of a nucleus cargo and tanker fleet owned by Military Sealift Command. Where this was once relatively large, the nucleus fleet now has less than 30 active cargo and tanker ships. On the other hand, the many special programs which the Military Sealift Command is called upon to accomplish are more frequently handled by specialized ships and personnel within the nucleus fleet. These will continue to be handled in this way, added to whenever new and different kinds of programs are required for its customers.

The greatest dependence on performing the job of the Military Sealift Command will continue to fall on the shoulders of the U.S. Merchant Marine. Capability is required in the form of chartered ships and berth line capacity. Over and above the continuing contacts with the merchant marine by the Military Sealift Command itself, the Department of the Navy, in all of its management structure, will continue to have as one of its objectives the strengthening of both MSC and the merchant

marine so that the capability discussed above is never allowed to deteriorate.

Of even more importance are sustained knowledge and support of those programs necessary to provide significantly increased surge capability which would be required during minor international incidents or any future major world emergencies. In short, consistent with the needs of the United States as a whole, the Navy as the chosen single service manager for military sealift, sees a continuing dominant role for this mode of transportation. ⚓



Before his Presidential appointment as Assistant Secretary of the Navy for Installations and Logistics, Jack L. Bowers was a vice president of General Dynamics Corp. and president of its electronics and Pomona divisions in San Diego and Pomona, Calif.

A native of Colorado Springs, Colo., Mr. Bowers was a captain in the U.S. Air Force during World War II, earning the Legion of Merit for his work with the Air Force Special Projects Laboratory at Wright-Patterson Air Force Base in Dayton, Ohio.

A veteran of more than 26 years in aircraft and space systems engineering and management, he received a B.S. degree in electrical engineering in 1942 from Carnegie Institute of Technology. He has done graduate work at both the University of California at Los Angeles and New York University.

He received the Public Service Award, presented to him in 1966 by NASA, for "outstanding contributions as a key leader of the government-industry team" for the Gemini program.

Mr. Bowers is a member of the American Institute of Aeronautics and Astronautics, American Astronautical Society, Air Force Assn., Missile Space and Range Pioneers, and the Electrical Engineering Visiting Committee for Carnegie Mellon University.

Sea-Land entered the European trade in 1966 with SL-18 class container ships like the Sea-Land Consumer docked at Rotterdam.

Pioneers of Containerization

By Paul F. Richardson

With America's bicentennial less than a year away, the country is deeply involved in preparations for historic celebrations. American citizens look forward to commemorating the events which played such an important role in the birth of their country.

Next year will usher in still another anniversary which, in its own way, was a revolution. The year 1976 will mark the 20th anniversary of containerization and of Sea-Land Service, Inc., the company that was the first to enter the field.

Young by maritime industry standards that reach 2,000 years into the past, Sea-Land has endeavored since its inception to contribute new ideas to improve maritime transportation.

Sea-Land Service, Inc., since its founding, has been dedicated to the safe, efficient handling of commercial and military shipments on both domestic and offshore trade routes. Together with government agencies and scores of engineers we have developed the vessels and support equipment needed to accomplish this objective.

Whether military or commercial movements are involved, the simple truth of the transportation business

is that the customer does not pay for space. He pays to get his goods to their destination—the faster the better and most importantly, on schedule.

Interestingly, this can benefit the carrier, too. In theory, at least, he can re-sell the same space again and again, as fast as he can refill it. And if he succeeds, the gain is not one-sided. Higher carrier efficiency keeps costs down—again benefiting the shipper.

The early Yankee traders did not exult in the racing ability of the Clipper ships because of idle vanity, but because speed is a sound transportation principle.

What became of this principle, then, since the days of the Clipper ships?

We have seen the transportation of people reach supersonic speed. For a time, passenger vessels tried to keep up with the increasing pace of personal transportation. But carriers that could whisk customers through the air in hours, rather than the days required on water, captured the bulk of the market.

Cargo, of course, can be considered not quite as impatient as people. Moreover, the cost of moving cargo by air is so much more per pound, that the bulk of the business is likely to remain on the surface regardless of vessel speed.

But these were not the reasons cargo vessel speed remained relatively unimproved in the years since advent of steam power.

The biggest factor until Sea-Land pioneered the containerization concepts, was that ships were loaded and unloaded piece by piece, much as they had been in the days of the Clippers.

If a carrier wanted to take on more cargo in a larger vessel, so that the costs of higher propulsion power could be spread over a larger revenue base, he could cut into his own efficiency and his customer's patience. The bigger the carrier, the more time it would require for cargo assembly, loading, stowing, unloading and unsorting. The speed gain at sea would be lost in port.

The speed principle, in other words, was not ignored. But ways had to be found to apply it from point of origin to final destination.

The container concept provided the key. The container is loaded at the point of origin, transported intact by rail or highway, coded and tracked easily by computer, driven right up to the ship, loaded and unloaded swiftly, and continues smoothly and still intact to its destination.

The development of container chassis, computer systems, yard practices, crane improvements, stowing techniques, and specialized container designs all contributed to containerization's success in revitalizing cargo transportation.

Of course, these developments did not occur overnight. Although containerization's history has been short, it took many innovations to arrive at what is now a successful containerization system.

The containerization concept became a realty in 1956 when 58 Sea-Land containers, fully loaded with cargo, were lifted from their chassis by a dockside crane and secured on a specially constructed spar deck of the converted tanker Ideal X, in Port Newark, N.J.

The sailing of the Ideal X in April of that year marked the beginning of the container revolution which during the next two decades would establish containerization as the primary mode of general cargo transportation and help turn a declining U.S. Merchant Marine into a viable factor in world trade.

After the successful voyage of the Ideal X, Sea-Land embarked on a program to convert six conventional C-2 cargo vessels into full container ships, each capable of carrying more than two hundred 35-foot containers in their holds and on their decks. The first such vessel to be completed was the Gateway City. In April of 1957,

Oakland, Calif., largest port on the West Coast, is third in worldwide container volume. Sea-Land containers are shipped between Oakland and the Far East.

she sailed from Port Newark to Miami, Tampa, and Houston with 226 containers. This became our first scheduled container ship service—offering regular north and southbound sailings between these ports.

In August 1958, Sea-Land officially opened container ship service between Port Newark and San Juan, Puerto Rico, with the unloading of our SS Fairland in San Juan. The company is particularly proud to have been an economic catalyst to the commonwealth because our containerization system combined low cost with a highly efficient mode of transportation—a tranportation system ideally suited to the needs of a young, growing island economy that needed stabilized transportation to attract industrial investors. The introduction of containerization by Sea-Land to Puerto Rico made it possible for American industries to establish plants there, more than 1,000 miles offshore, thus enabling Puerto Rican industry and commerce to create tens of thousands of new jobs for the people of that land.

The company's container ship program had hardly been launched when it began to receive enthusiastic, outside acceptance. In 1959, we were presented with the American Legion's American Merchant Marine Award by President Dwight Eisenhower—"for making a significant contribution to the growth of the merchant marine with its trailer ships."

The story of Sea-Land from 1959 to 1975 is one of innovation and growth. New trade routes were opened up in rapid succession. After the addition of Puerto Rico, the Virgin Islands were added in 1960.

In 1962, we began service in the intercoastal trade between Newark and Long Beach and Oakland, Calif. Once an important trade route, it declined rapidly after World War II when conventional carriers found that they could not compete with the railroads. Specifically, since 1953, there were seven instances of intercoastal carriers abandoning or discontinuing their service.

By this time, the container revolution was taking hold. We knew we would have to expand our terminal facilities if were to provide the type of service shippers wanted. To begin with, in 1964, we moved from temporary quarters at Port Newark to permanent headquarters in Elizabeth, N.J. Our headquarters were on 101 acres of a 919-acre harbor developed by the Port of New York Authority. We were the harbor's first tenant. Today we operate the largest containerized port terminal in the world there which connects with 122 other terminal locations throughout the world.

While the company was settling into its new headquarters, we were also expanding our services.

By the mid-60s, we began contract agreements with the Military Sealift Command to provide containerized distribution systems to military logistic operations—the first involving totally integrated container service to Okinawa.

The year 1964 brought the inauguration of weekly container ship service between Seattle, Wash. and Anchorage and Kodiak, Alaska. For the first time, these Alaskan ports were served by deep draft vessels on a year-round basis.

Entry into the European trade took place in April 1966 with four container ships making weekly calls at Elizabeth; Rotterdam, the Netherlands; Bremen, Germany; and Grangemouth, Scotland. This service has undergone substantial growth since then with a complete linehaul and relay vessel system throughout Northern Europe and the United Kingdom.

At the time of our entry into the European market, only a few container ships were being moved back and forth across the Atlantic on the decks of conventional breakbulk vessels. Once Sea-Land initiated its service, the rush was on to either convert or construct new vessels to meet the highly automated container ship—capable of turning at a discharge port in less than 24 hours with 10,000 tons of general cargo—whereas a conventional breakbulk vessel necessitated four to five days of discharge time for the same amount of cargo.

On the other side of the globe, we began serving the Far East commercially on an eastbound basis in November 1968, offering sailings every six days from Yoko-

hama to Seattle and Oakland. Our container ships were still, of course, committed to hauling U.S. military cargo westbound.

More Caribbean ports were added to our containerization network in 1969, and a brand new container ship service to the Mediterranean ushered in the year 1970, introducing Sea-Land to Spain, France, and Italy. In five years, this service has more than doubled in trans-Atlantic capacity.

Another trans-Atlantic service was formed in September 1972 between the U.S. Gulf Coast and Northern Europe with two SL-18 class container ships. These were our first vessels built exclusively to handle containers. There are now four such ships in this trade.

Full Sea-Land door-to-door container service in Mexico

Largest container terminal in the world, Sea-Land's facility at Elizabeth, N.J. is one of the 123 Sea-Land terminals located in 47 countries.

began in 1973 and Portugal was included in our Euro/Med operations (linking Northern Europe with the Mediterranean) in 1974.

Many trade lanes which had become stagnant prior to the arrival of containerization were revitalized by this new, efficient low-cost method of moving cargo.

As these new routes opened, our ground and ocean fleets expanded rapidly. The company's pool of 2,000 containers in 1957 grew to the current figure of more than 62,000, while the ocean fleet of six C-2s was expanded to 71 container ships.

Throughout our history, we've developed new types of containers to handle a wider variety of freight: controlled-temperature containers for foodstuffs and other perishable commodities; bulk tanks for liquid chemicals, whiskey, etc.; open-top and flat-bed trailers for heavy or outsized cargoes such as machinery; the Cartainer for automobiles; and, more recently, Sea Bulk for dry bulk commodities such as sugar and dry chemicals requiring safe, contamination-free transit.

We've enlarged and maintained chassis pools at our port terminals to assure instant mobility for all containers moving on or off the ships. The terminals themselves have been constantly enlarged and modernized to keep pace with the rapidly increasing volume and types of cargo moving through them—from the giant dockside cranes which move containers on and off the ships to the computers and electronic equipment which monitor and control the worldwide operation.

Our ocean fleet has kept pace as well. Initially through various conversion techniques we increased vessel capacity from 226 containers to 360 (C4-X class) and 476 (T3 class) to 622 (C4-J). As mentioned earlier, we introduced the SL-18 class vessel in our Gulf-North Europe trade. Designed and constructed as container ships, these vessels carry 733 containers at 23 knot speeds (seven knots faster than most of the converted vessels).

The real speed breakthrough came with the introduction of our SL-7 class container ships. In 1969, we ordered eight SL-7s and by 1973 placed them in trans-Atlantic and trans-Pacific services. Built to the highest standards of the American Bureau of Shipping and the requirements of the U.S. Coast Guard, the SL-7s are each 946 feet in length, with the capability of carrying 1,096 35 and 40-foot containers apiece.

These superships can run at 33-knot speeds and have broken the trans-Atlantic and trans-Pacific speed records for cargo vessels.

We are utilizing the speed and size of the SL-7s to the fullest by using them strictly as linehaul carriers between major ports, thus maximizing their efficiency. Smaller relay vessels fan out from these major ports to speed commercial and military cargo to and from their ultimate destinations throughout Northern Europe, the United Kingdom, North America, the Caribbean, Central America, and the Far East. Thus, cargo is constantly moving toward its destination and is not delayed as it would be with vessels making multiple port calls.

We feel the SL-7s have been significant contributors to international trade, simply by making containerization even faster and more efficient for the shipper and consignee. More importantly, the reserve speed we maintain in the operation of our SL-7s makes it possible for these ships to make up any time lost at sea or shore due to inclement weather conditions. Reliability in maintaining schedules—fast schedules—is the key to the success of our superships in serving industry and government alike.

Few would dispute the fact that containerization provides a fast, economical means of international transportation. The superior technology of containerization, however, has changed not only the face of international transportation of goods for U.S. commercial enterprises, but for the U.S. government as well. Since the 60s, our vessels have delivered millions of tons of cargo from all supply points in the United States to military and government installations on three continents.

In the Orient, we have Military Sealift Command contracts to serve posts in Japan, Korea, Okinawa, Taiwan, and the Philippines. Our European involvement includes service to The Netherlands, Germany, Spain, and Italy. Many of these contracts are exclusive and tailor-made expressly for the military.

Containerization has provided supplies for military and support troops in North America, including Alaska, for many years. More recently, containers have been a familiar sight at military bases in Bermuda and Guantanamo Bay, Cuba.

Containerization distribution systems are capable of handling about 80 per cent of all military cargo. This includes ammunition as well as refrigerated cargo. Today, the military containerizes 78 per cent of total cargo movement worldwide.

In 1968 there was a potential of about 7.5 million tons of military cargo available for containerized shipment to the Orient which was shipped by the breakbulk method. Based upon studies made by the Department of Defense, containerized shipping would have yielded about one-half billion dollars in savings over the breakbulk operation actually used.

Recognizing the faster turnaround of container ships, berth requirements for this tonnage would have been less than half that needed to handle the same tonnage in breakbulk operations.

Besides the elimination of shoreside bottlenecks, associated benefits would also have been realized, such as the reduction in cargo loss, pilferage and damage, and in packing and packaging cost.

The Naval Supply Systems Command has indicated, for example, that a savings of $6.92 a ton in loss and damage alone can be realized in containerized shipments.

Although one might think it was stretching it a bit, containerization has even been considered a boost to soldier morale. When U.S. troops were in Vietnam, almost 94 per cent of all their meals included hot food

and ice cream, a result of temperature-controlled containers. Temperatures were regularly checked during ocean crossings, to insure that meat and produce arrived supermarket fresh.

Even U.S. taxpayers see containerization's benefits. It has been estimated that containerization has saved the United States taxpayers many millions of dollars in direct cost of shipping military cargo to the Far East and Southeast Asia.

One more example of progress and flexibility in transporting military cargo was a special project called OSDOC II. This involved offshore discharge of containerized cargo from a container ship to a barge without permanent cranes. Purpose was to prove that a self-sustained container ship is not necessary for offshore discharge.

Sea-Land chartered the SS Warrior to the military for a two-week period to take part in offshore discharge exercises near the coast of Virginia. By utilizing a portable crane on the Warrior's deck, cargo was loaded and unloaded from the barge. The tests were considered highly successful, again proving the versatility of the container ship.

Although we point out the attendant benefits of containerization to the military, we fully realize that the container ship is not the answer to all the problems in the movement of Defense cargo. It has, however, proven to be a most valuable tool in the resupply and the total logistical support of troops in combat situations. This was accomplished through a minimum number of ships, minimal attendant pier facilities, and fast turnaround time. Peacetime distribution of food and supplies to the military has also proved more effective through the use of containerization. A commercial container carrier is simply more economical and efficient than breakbulk transport.

The container lends itself specifically to the principal supply distribution objective of the "Inventory in Motion" concept. Inventories at depots are held to a minimum with emphasis placed on direct shipment from vendor to user.

Because of containerization, United States flag vessels are once again an important factor in world trade. They represent, as did our rapid shipbuilding program in World War II, an ability to swing into motion when called upon by the Department of Defense to support national security efforts in any encounter that may arise.

Innovations in the private sector of our transportation industry have influenced progress in military transportation as well. Further innovation will result from the quality of the relationship and the unity of transportation actions between the military and commercial enterprises.

The role of business, government, and the military in our country will no doubt be included in the festivities observed during our bicentennial year, 1976. At the same time, we at Sea-Land will recall our progressive relationships with the military as we celebrate the 20th anniversary of containerization. Together we will look forward to future growth and advancement. ⚓

A native of Boston, Mass., Paul F. Richardson is a veteran of the U.S. Marine Corps and a 1952 graduate of Boston University. After college, Richardson joined McLean Trucking Co. and completed an executive training program leading to a sales representative position.

After eight years with McLean, Richardson joined Sea-Land Service, Inc. as New England regional sales manager. In January 1961, he became general sales manager of the company's domestic division. A year later he was promoted to vice president and assistant general manager and elected a director of the company.

Richardson became vice president and general manager of revenue in January 1964, was promoted in June 1967 to executive vice president. He was named president in April 1970. Earlier this year he became board vice chairman and Charles I. Hiltzheimer, vice president of the Pacific Group, succeeded him as president.

Richardson recently was named chairman of the board of the directors of the New Jersey State Chamber of Commerce and also is chairman of the board of governors of the National Maritime Council.

Once the principal means of land transportation in the state, dog-sledding is now one of the favorite winter activities of Alaskans.

Alaska

The Great Land

By Lt.(j.g.) Kathy Gutierrez

The Aleuts had the right idea when they named their homeland Alyeska, or the "Great Land." America's largest state has a fifth of the total land mass of the continental United States, known to Alaskans as the Lower 48. Four time zones are within its borders and the Aleutian Island chain extends all the way into the Eastern Hemisphere. Alaskans boast of their wilderness, wildlife, hunting, fishing, glaciers, tundra, numerous raw materials, and some of the world's most beautiful scenery.

Most of the approximately 4,000 Navy personnel stationed in Alaska are located at the Naval Station at Adak, although four, including the author, are members of the Military Sealift Command Office at Anchorage, on Elmendorf Air Force Base. With two civilian marine transportation specialists, they are responsible for all government ocean transportation to, from, and within Alaskan waters. Considering that Alaska has approximately 34,000 miles of rugged coastline—and 56 per cent more coastline than the entire lower 48—MSC in Alaska fulfills a great Department of Defense responsibility.

The commanding officer of this unique command is Cmdr. William G. McHenry, the senior naval officer in command on the Alaska mainland. Commander McHenry is completing a four year tour as head of the MSC office in Alaska. He will depart in August for a similar post in the Philippines. "When I left Vietnam I was somewhat apprehensive about going to Alaska. But, I felt if this is where MSC wanted me, there would be challenges here. I have not been disappointed, there have been. And I was very favorably surprised by the weather."

As executive operations officer (*the author*), I am still a "cheechako," or newcomer, having been with the command only since February. Frankly, I was a bit surprised when I got my orders to Alaska. I didn't think there

were any Navy people in Alaska, except for those out at Adak. But I liked the challenges and opportunities a job as executive officer would afford me, and I was curious about the state itself. I have not been disappointed, and am glad I came.

Two other military men are assigned to the command, Yeoman Second Class Michael Neustrom and Personnelman Third Class William Pimtzner. YN2 Neustrom's primary duties as military personnel and administrative assistant are to insure that the administrative functions of the office are handled smoothly and to keep track of all commercial cargo and tanker vessels in Alaska waters.

PN3 Pimtzner is responsible for keeping command files up to date, and typing correspondence. He also is the command courier and provides transportation for MSC and Navy ships crews calling at Anchorage.

Mary J. Trumbly and Anthony Watson are the two civilian members of the MSC office. Mrs. Trumbly, known as Juanita to her many friends and business associates throughout the state, is the veteran, having been with the Anchorage office since 1969. Watson is also a "cheechako," having moved to Alaska in February from Military Sealift Command headquarters in Washington, D.C. Together they make up the operations department and serve as technical advisors on all matters concerned with movement of dry cargo and petroleum products. Their combined expertise and experience have been invaluable in fulfilling MSC transportation functions in Alaska, and in arranging support for MSC controlled and Navy fleet ships sailing in Alaskan waters.

Ship traffic in the Anchorage port is not heavy. Because of a 30-foot tidal range and winter ice in Cook Inlet, Commander McHenry and his staff do not see many MSC controlled ships in port, putting office members in a unique position of having to monitor ships they seldom see.

Liaison with port authorities all over Alaska helps provide support needed by the ships that do come to Alaska. For example, MSC controlled tankers visit Anchorage only once or twice a year, but call on a routine basis at the ports of Kodiak, Adak, Whittier and Nikiski. No matter which port, the MSC Office, Anchorage provides needed services including tugs and pilots, bunkering, crew repatriation, mail forwarding and dispatching operational reports.

Rarely does an MSC ship with breakbulk cargo come under office control. But, when a special lift is made to Alaska, the Military Sealift Command Office, Anchorage arranges needed support.

The port of Anchorage is extremely active with two general cargo berths, a container berth and a POL berth. Although the port is served by various tug and barge companies and some foreign ships, a commercial U.S. shipping company, Sea-Land Service, Inc. is the only scheduled line supplying container service. Four Sea-Land vessels make three weekly calls to Anchorage, even in the winter when ice formations in Cook Inlet make sailing hazardous. Military Sealift Command Office, Anchorage coordinates all shipments through the port with the shipper service and Sea-Land.

Perhaps the most important mission of the MSC organization is the monitoring of the annual Cool Barge-Pacer Alaska operation. Contrary to what the name might imply, Cool Barge is not a "hip ship," but the annual multi-million dollar resupply operation of some 46 remote Department of Defense sites around Alaska.

As the contract administrator's representative for this operation, Commander McHenry is charged with daily administration and analysis of contractor functions. To accomplish this task, staff members from Military Sealift Command Office, Anchorage travel to various sites to monitor off-loading operations. This year, Cool Barge operations will cost approximately $10 million and will deliver some 107,000 tons of cargo, most of it across gravel beaches and river banks. In this respect, Watson's prior experience—six years as a Navy officer and three years as a Marine Corps officer—make him a valuable addition to the office staff.

Agencies directly supported by the Cool Barge operations include U.S. Air Force's Alaska Air Command, White Alice communications stations and Distant Early Warning (DEW) sites, the U.S. Coast Guard, Federal Aviation Administration, Bureau of Indian Affairs, National Marine Fisheries, National Weather Service, Naval Facilities Engineers, Naval Oil Shales Reserves, Naval Underseas Research Laboratories, Naval Arctic Research Laboratory, Environmental Protection Agency and the Public Health Service.

Cool Barge operations are keyed to the Alaskan summer when coastal and inland waters are relatively ice free. However, preparation for the operation goes on throughout the year. The tug and barge company which supplies the Alaskan remote sites under an MSC contract, is the Alaska-Puget-United-Transportation Companies or APUTCO, a subsidiary of PAC, Pacific-Alaska-Columbia (See *Sealift*, July 1975).

Few of the sites supplied by Cool Barge are normal ports with convenient docks, so APUTCO employees often must use ingenuity to deliver the cargo. For example, the pier at the Air Force site at Cape Lisburne, 120 miles north of the Arctic Circle, is nothing more than a strip of gravel. The barge must be anchored several miles out. Lighters such as the Koyuk and Kobuk then deliver material and equipment on shore.

The Alaskan weather is noted for its unpredictability. It is not unusual for discharge operations to be held up for several days because of an unpredicted storm or rough seas. In spite of numerous delays and last-minute schedule changes, APUTCO's experienced people and mission-configured equipment, both developed during 10 years of Cool Barge operations, usually overcome all hazards and obstacles.

Each year, through the combined efforts of all concerned with the operation, every supply requirement is

met. Watson feels the most satisfying part of the job is "coordinating the actions of several agencies and companies simultaneously to solve a problem. When the ice is out, there is very little slack time around the command. We get one problem worked out and find two or three others waiting to be solved yesterday."

In addition to these functions the MSC office at Anchorage acts as the Naval Control of Shipping Office for most of Alaska. In this capacity it is under the operational control of the Navy's Third Fleet, which is headquartered in Hawaii. Neustrom prepares a daily merchant shipping report for Alaska which informs the fleet of the movement of commercial vessels not under MSC control. In the event of war or national emergency the information would enable the Third Fleet staff to organize commercial vessels under naval control of shipping. The command is also an active participant in all fleet Naval Control of Shipping Organization exercises.

Although the MSC office, Anchorage is a small command, it is one where, as Mrs. Trumbly points out, "everyone does his job and is not afraid to step in and help someone else." This spirit of cooperativeness extends beyond the command into the civilian community where MSC families are involved in activities that help promote the Navy.

On several occasions Commander McHenry and his staff have provided logistic support for ships of the Third Fleet visiting Alaska ports on recruiting cruises which let the public see the sea-going Navy up close. The MSC unit presently is assisting the Alaska Bicentennial Commission in planning the Navy ships visits during 1975 and 1976. Commander McHenry is deeply involved in the Anchorage transportation community. A member of the Propeller Club, he also is active in the local chapter of National Defense Transportation Assn. Commander McHenry has served as secretary-treasurer, vice president, president and is the outgoing chairman of the board of the North Pole Chapter. While president, he received the NDTA Distinguished Service Award for his leadership in the areas of civil defense preparedness and the Trans-Alaska pipeline project.

YN2 Neustrom and PN3 Pimtzner devote many off-duty hours to the Anchorage Sea Cadet program. Neustrom was executive officer of the Anchorage Sea Cadets, while Pimtzner served as training officer. Both were instrumental in the reorganization of the Sea Cadet unit and have helped improve the program greatly.

Not to be outdone by their husbands, MSC wives are active in activities on the Air Force base and in the Anchorage community. Doris McHenry has served as chairwoman of the Elmendorf Air Force Base thrift shop which is a multi-thousand-dollar-a-year business. Thrift shop volunteers presented six $500 scholarships to high school graduates last year.

This past year, Mrs. McHenry was elected vice president of the officers wives' club, served on the commissary advisory board and was the officers wives' representative to the Anchorage Women's Club. Dianne Neustrom was the non-commissioned officers wives' representative to the base thrift shop. An accomplished cellist, she has been a member of the Anchorage symphony orchestra for the past two years.

The area offers many opportunities for varied types of recreation. Anchorage is the state's population center, and the cultural and recreational hub of Alaska, boasting a historical and fine arts museum and a well supported symphony which stages several concerts each year. Theaters, bowling alleys and roller skating rinks, as well as many excellent restaurants and nightclubs, provide nighttime enjoyment for almost every taste. Anchorage has more than 170 organizations and clubs representing many interests and activities.

With all these indoor activities, the year-round call of the great outdoors can not be ignored. Long hours of daylight in the summer make possible such sports as sailing, swimming, tennis, water-skiing, golf and baseball to continue well into the evening. Camping areas, hiking trails and some of the best hunting and fishing in the world, all are within a short drive from Anchorage. In the winter, snow is no deterrent to recreation but serves as another way to enjoy the Alaskan outdoors. Downhill and cross-country skiing, ice skating, ice fishing, snowmobiling and dog-sledding help make the long Alaska winters more enjoyable.

All on the MSC office staff agree that Alaska is a good place to live, work and raise children. Their feelings about the state and the command are summed up by Petty Officer Neustrom, "The command is great. It's small and there is a good working relationship among the personnel assigned here. I love Alaska and wish I could spend the rest of my career here."

Alaska, the Great Land, is where the action is, and the people of Military Sealift Command Office, Anchorage are proud to be a part of it. ⚓

The Anchorage office becomes involved in more than logistics on occasion as noted in the following message from the captain of the destroyer USS Fanning.

"The extensive advance planning and continuous post arrival assistance provided during recent port visit greatly appreciated. The support and coordination efforts in the logistic and recreation areas in addition to arrangements to participate in numerous bicentennial Independence Day civic and social events were directly responsible for Fanning's highly successful and rewarding port visit to Anchorage."

MSC Sam

By Lt. Rodney W. Cardoza
Photos by Yeoman Second Class Dennis S. Ammann

Spurred by their massive victories inland, the Communist forces hastened their advance toward the coastal cities. Thousands of fleeing refugees flocked aboard the waiting rescue ships to be evacuated to a new land and a new way of life. The scene could have been South Vietnam two months ago, but it was not. The place was Shanghai, mainland China, and the year was 1948. The new land was a small offshore island called Formosa (Taiwan). A newly-enlisted storekeeper in the Republic of China Navy was there in Shanghai—aboard an LST participating in the evacuation.

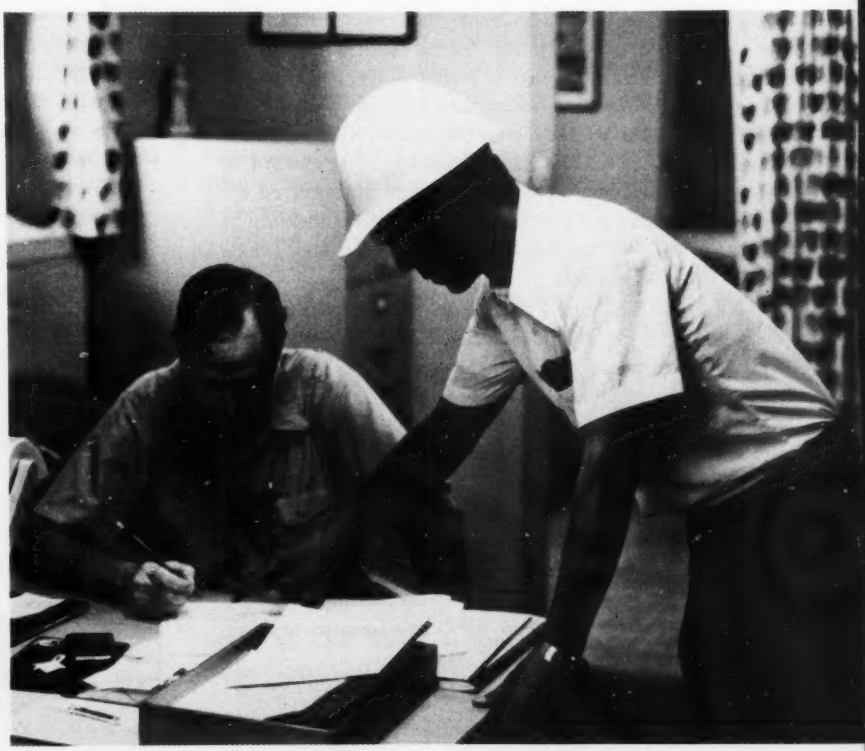
Nearly 30 years later he took part in another rescue operation. As ships of Military Sealift Command loaded supplies in Taiwan ports for their mission of mercy to South Vietnam, he was on hand to provide vessel support. His name? MSC Sam.

Born Kuo Chen-huan on Nov. 19, 1918 in the Manchurian province of San Dong, Sam is the fourth of eight brothers and sisters. Growing up in a period punctuated by strife between Russia and Japan, and later the Japanese occupation, his boyhood typified that of an elder son in a northern Chinese farming family. He learned quickly about the hard work, honesty, and ambition so necessary in that demanding way of life.

When the Japanese invaded Manchuria in 1931, Sam's father moved the family to the industrial city of Lu Schwin because of the better wages paid by the new Japanese shipbuilding industry. After attending high school at a Japanese-controlled academy in the nearby city of Darein, Sam turned to his father's work. It was there that he was introduced to the maritime industry.

Sam was not content to labor in a shipyard. His early mastery of Japanese and Russian led him to seek more favorable employment. In 1937 he was one of 40 employees selected from more than 700 applicants to begin work with the Chinese Postal Service in the frontier areas of northern Manchuria.

Sam's job allowed him to continue to improve his command of Russian through his daily contact with the White Russians still occupying Manchuria's outlying areas. Those years, up until Sam's entry in China's Navy, were characterized by much travel associated with his duties in the Postal Department. His ventures took him,



Sam delivers sailing orders to Capt. D. H. Cory, master of the Pioneer Moon, owned by U.S. Lines and chartered to MSC.

Sam and port cargo representatives verify a list of vehicles to be discharged from the SS Pioneer Moon, an MSC-chartered cargo ship.

Sam (left) and the Pier 10 stevedore foreman look over USNS Kimbro hold plans.

among other places, to the cities of Hangkow, Nanking, Chien Dow, Harbien, Mukden, and Peking.

The end of World War II signaled a time of peace in much of the world, but not so in China. By 1947 it had become grimly apparent that the threat of a Communist takeover was as real as the Japanese occupation had been only two years before. Chinese armed forces, weakened by years of internal turmoil and the war with Japan, appealed for new men. Sam responded. Early that year he enlisted in the Navy in the seaport town of Chien Dow, just west of the Korean peninsula.

In 1949 the evacuation of more than one million Chinese refugees to Taiwan was completed. That year Sam saw action aboard a destroyer engaged in shore bombardment of the offshore islands near Hong Kong. Still later he participated in the early resistance that preceded the Korean conflict. His performance aboard three different naval vessels won him the distinguished service medal and the praise of his commanding officers.

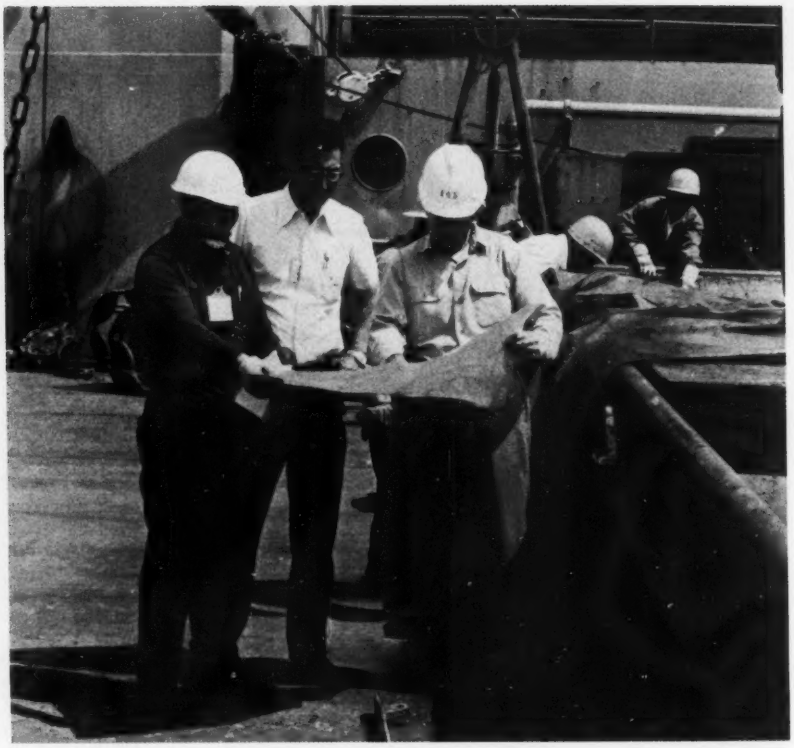
Sam continued his shipboard career until 1957 when he advanced to chief petty officer and was transferred to shore duty at China's First Naval District Headquarters in Kaohsiung, Taiwan. He has stayed in Kaohsiung ever since.

Soon after his transfer, Sam was assigned to the U.S. Military Assistance Advisory Group (MAAG) as a driver. It was Sam's first contact with Americans. His congenial manner and enthusiasm immediately won the hearts of the senior American officers and their families who affectionately dubbed him "Sam." The name stuck.

In 1959 Sam married a local Taiwanese girl and set up housekeeping. Nancy does not speak English, but she shares her husband's dedication. After all, she's the one who now patiently waits for him to return home from boarding ships with midnight arrivals and departures.

With 20 years of naval service to his credit, Sam retired in 1967. His previous 10 years as a driver and his early association with merchant shipping led him to apply for an opening with the small but growing Military Sealift Command unit at Kaohsiung. He was accepted.

Sam was initially employed as a driver, but by 1968 increased shipping demands generated by the Vietnam war were taxing the resources of



Aboard USNS Kimbro, Sam (center) discusses the ship's stow plan with 1st Officer George Burge and a stevedore foreman.

the small unit. With as many as five controlled vessels in port at a time, Sam saw a chance to take an active part in unit functions. His intense desire to involve himself in every aspect of MSC port operations led to his unofficial capacity as boarding officer for MSC foreign-manned LSTs calling at Kaohsiung. With his fluency in Japanese, Sam was a natural.

On one occasion two Japanese-manned MSC LSTs, a Korean-manned LST, and a fourth U.S.-manned vessel were waiting outside the Kaohsiung harbor breakwater attempting to gain entry. Conversations over the harbor common radio circuit deteriorated into a tri-lingual shouting match. The watch officer threw up his arms in despair and gave the hand set to Sam. After 15 minutes of apparent chaos Sam put the set down and said, "Come on, let's go!" The three foreign-manned ships were alongside the pier and the Chinese pilot was boarding the American vessel.

Sam's work did not stop at the gangway however. His evenings were taken up in a self-imposed study of typing and clerical procedures. Sam soon became a familiar figure in the office, typing routine correspondence and handling pre-arrival arrangements with local agents for time chartered vessels. Sam's frequent telephone response, "MSC, Sam speaking," earned him the nickname "MSC Sam."

In 1972 Cmdr. Roy Stoddard, then commanding officer of the MSC office in Taiwan, recognized Sam's superior achievements and presented him with an award for outstanding performance. The presentation of the award was featured in the magazine published by the Military Sealift Command, Far East.

Sam continued his liaison duties until late 1973 when all Far East LSTs were laid up. While no longer a boarding officer, Sam is no less valuable. He is an indispensable member of the MSC team. His many self-acquired responsibilities include office clerk, typist, translator, driver, port level liaison officer, local procurement, and general Man Friday.

Sam's dedication to his work and the MSC unit's mission is truly unending. Authorized 12 days of annual leave, Sam has taken only five days of leave in the last five years. During the withdrawal of American forces from Vietnam, Sam was offered three days of leave. On the morning of the second day he returned to the office, concerned that he was needed. He was.

During his free time, what little he allows himself, Sam enjoys athletics. At the age of 56, Sam jogs with fellow MSC personnel in the local chapter of the Hash House Harrier Running Club. Sam is also a formidable opponent in ping pong. He placed second in the Kaohsiung city-wide championships against a field of more than 500 players.

Today, the Chinese national continues to set an example of hard work and efficiency. Mr. Kuo is highly regarded in the U.S. community in Kaohsiung, particularly by those MSC officers and men who know him as "MSC Sam." ⚓

We're Number One!

By Linda McDaniel

Crews of Military Sealift Command controlled ships already this year have earned an impressive number of awards and plaudits for safety, rescues at sea, outstanding seamanship and humanitarianism.

Recent winners are the USNS Greenville Victory, USNS Sgt. Truman Kimbro, USNS Andrew Miller, USNS Tallulah, SS Fort Fetterman, SS American Racer, and USNS Mirfak. In addition, Capt. Lawrence Pagano, master of U.S. Lines' SS American Racer, won the Merchant Marine Seamanship Trophy, presented by the Department of Commerce's Maritime Administration. And six Civil Service crewmen of the Greenville Victory were presented Navy Distinguished Civilian Service Awards for their role in the recapture of the SS Mayaguez following seizure of that ship by Cambodia.

Kimbro, Miller and Greenville Victory received the Navy Award of Merit for Group Achievement for their participation in the evacuation of South Vietnamese refugees. Also, chartered U.S.-flag ships under MSC control have been nominated for the Navy Certificate of Merit for the same operation.

USNS Kane and her crew received the Meritorious Unit Commendation for the joint United Kingdom-United States oceanographic operations in the North Atlantic during the summer of 1973.

Greenville Victory will receive another honor in October when the ship is presented the annual National Defense Transportation Assn. Unit Award in Honolulu. Greenville Victory was selected for the award by senior Navy officials. The award honors the Navy's outstanding transportation unit.

In a recent award ceremony in New York City, USNS Mirfak was cited by the National Safety Council, Marine Section, and the American Institute of Merchant Shipping (AIMS) for sailing 859 days without an accident or disabling crew injury.

AIMS and the safety council honored three MSC controlled ships for outstanding seamanship and rescue efforts.

Winning 1975 Ship Safety Achievement Awards were the government owned, Civil Service manned USNS Tallulah, the SS Fort Fetterman, a Keystone Shipping Co. vessel under MSC charter, and SS American Racer. Racer is a cargo ship chartered to MSC by United States Lines. The awards are given annually for outstanding actions involving seamanship and safety.

Officers and crewmen of Tallulah were honored for the rescue of 257 people from the burning passenger liner Cunard Ambassador on September 12, 1974 off Key West.

Although the ship has since been laid up citations will be given Capt. Harlan Jackson, former Tallulah master, and other crewmen at a ceremony in Norfolk, Va.

SS Fort Fetterman master and crew received their award for rescuing 23 persons who had abandoned the sinking tanker British Ambassador in the Pacific Ocean last January 10.

Officials of the maritime industry, MSC and U.S. Coast Guard gathered in June to honor the crewmen on board Fetterman at the Atlantic Richfield refinery near Bellingham, Wash. AIMS President James J. Reynolds and Fred R. Smith, vice general chairman of the council's Marine Section who also is board chairman of Seattle Stevedore Co., presented citations to Fetterman master, Capt.

Capt. Peter Strachota (left), master of SS Pioneer Commander, accepts a plaque from Capt. Herman Fritzke, chief of staff for MSC, Atlantic in behalf of his crew.

Arden Kirkpatrick, and to each crew member.

In addition, an 8-foot blue, green and white National Safety Pennant was hoisted on the Fetterman flag staff. The pennant symbolizes an action at sea in which an entire ship's crew is cited for exceptional seamanship and safety practices under adverse conditions. Fetterman will display the pennant for the next year.

Captain Pagano received the American Merchant Marine Seamanship Trophy for his part in the April rescue of 14 people near the Marshall Islands in the Pacific Ocean. The 14 survivors had abandoned a Saipan-registered landing craft shortly before it sank. They had been floating in turbulent seas for 12 hours before Racer picked them up. Presented by the Maritime Administration, the award honors the most outstanding feat of seamanship each year.

For the same rescue, the entire crew of American Racer also received a Ship Safety Achievement Award from AIMS and the National Safety Council.

The USNS Greenville Victory and its Civil Service crew were nominated for the NDTA Award by MSC for their role in the evacuation of South Vietnamese refugees and recapture of the SS Mayaguez. The award will be presented at the annual NDTA national forum in Honolulu, October 5-8.

The six Greenville Victory crewmen named to receive Navy Distinguished Civilian Service Awards and Department of Commerce Distinguished Service Medals for their role in the Mayaguez incident are First Officer Clinton J. Harriman, Third Officer Karl P. Lonsdale, Yeoman-storekeeper Robert A. Griffin, Second Assistant Engineer Michael Saltwick, Oiler Epifanio Rodriguez and Oiler Hermino Rivera.

The awards were presented at a ceremony in Washington, D.C. July 24 . Mayaguez Capt. Charles T. Miller received the Commerce Department's Meritorious Service Medal in the same ceremony.

Merchant seamen participating in

the evacuation of South Vietnamese refugees have received many letters and messages praising them for their efforts. Many have been presented during "welcome home" ceremonies hosted by ship owners and MSC. Crewmen of government owned ships have been presented individual letters signed by MSC Commander Rear Adm. Sam H. Moore. He expressed appreciation for their "long hours, hard work and personal sacrifice." U.S. Lines President Edward J. Heine presented similar letters to the men aboard company ships involved in the evacuation.

Last month, Admiral Moore and maritime industry, U.S. Coast Guard and Maritime Administration officials greeted crewmen of the Greenville Victory during a July 11 welcome home ceremony on board the ship at Mobile, Ala. In addition to letters signed by Secretary of the Navy J. William Middendorf II and Admiral Moore, a certificate with a message from Secretary Middendorf was presented to the ship's crew. Greenville Victory was one of the last evacuation ships to return to a United States port.

Similar luncheons or cocktail parties, were held aboard Pioneer Contender in Oakland, May 29; American Racer, Oakland, June 10; Fort Fetterman, Billingham, Wash., June 11; Green Port, New Orleans, June 20; Pioneer Commander, Bayonne, N.J., June 23; Green Wave, Corpus Christi, June 24; American Challenger, New Orleans, June 26; Kimbro, Honolulu, June 28, Green Forest, Norfolk, July 21, and Miller, New Orleans, July 22.

On her way to New Orleans and the welcome home ceremony, American Challenger's crew and Capt. Arthur F. Boucher, were involved in yet another rescue. On June 21 they rescued four British crewmen from the burning pleasure yacht Opportune Star and took them to Balboa in the Panama Canal Zone. ⚓

U.S. Lines' Vice President for Marine Operations Kenneth Gundling reads a citation to the crew of SS Pioneer Commander.

Greenville Victory crewmen line up with MSC Commander Rear Adm. Sam H. Moore following award ceremony in Mobile. Left to right are 2nd Asst. Engr. Michael A. Saltwick; Oiler Hermino Rivera; 1st Officer Clinton J. Harriman; Capt. Raymond Iacobacci, master; Admiral Moore; Oiler Epifanio Rodriguez; 3rd Officer Karl P. Lonsdale, and Yeoman-storekeeper Robert A. Griffin.

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